

AMENDMENTS TO THE DRAWINGS

Attached is one replacement drawing sheet including Figs. 5 and 6 which should replace the original drawing sheet including Figs. 5 and 6.

Replacement Drawing Sheet

REMARKS

Favorable reconsideration of this application is respectfully requested in view of the following remarks.

Submitted with this Amendment is a replacement drawing sheet including a revised version of Fig. 5. Fig. 5 in the replacement drawing sheet has been amended to include proper cross-hatching. Accordingly, withdrawal of the drawing objection is respectfully requested.

The Abstract of the Disclosure has been amended to address the issues raised at the bottom of page two and the top of page of three of the Official Action. Also, the title has been amended. Further, the specification has been amended to correct various typographical and grammatical errors. No new matter has been introduced.

In light of the foregoing amendments, withdrawal of the objection to the specification is respectfully requested.

Claims 2 and 3 have been amended to change the dependency of such claims so that they do not depend from themselves. Also, the preamble of Claim 7 has been amended to be consistent with the preamble of independent Claim 1.

Accordingly, withdrawal of the claim objections is respectfully requested.

The preamble of Claim 1 has been amended to recite an entrapment detection device of an opening/closing member which opens and closes an opening portion of a vehicle body. In addition, the recitation of the driving power source has been amended to recite "a driving power source for moving the opening-closing member." Additionally, in the portion of Claim 1 defining the deformation member,

the term "at" has been changed to --during--. Various minor other wording changes have also been incorporated into other dependent claims.

Based on the foregoing claim amendments, withdrawal of the claim rejection based on the second paragraph of 35 U.S.C. § 112 is respectfully requested.

The only other issue raised in the Official Action involves the anticipatory rejection of the original claims based on the disclosure in German Patentschrift No. 198 47 080 to *Sesselmann*.

The subject matter of this application pertains to an entrapment detection device of an opening-closing member which opens and closes an opening portion of a vehicle body. The entrapment detection device comprises a driving power source for moving the opening-closing member, a motivity transmission member between the opening-closing member and the driving power source, and a deformation member configured to be deformed via the motivity transmission member according to a load applied to the opening-closing member during an opening-closing operation of the opening-closing member. A strain gauge is assembled to the deformation member and is configured to provide an electric signal in response to deformation of the deformation member, and a control mechanism detects entrapment of an object based on the signal from the strain gauge.

Sesselmann discloses an anti-jamming system for motorized displacement parts for purposes of triggering reversal or stoppage of the displacement motion. The abstract states that the system determines the occurrence of a jam based on the strain force F acting on a cable 5. The strain force F is apparently measured by a strain gauge 28 positioned on the cable 5 as illustrated in Fig. 3 of *Sesselmann*.

It is understood from the comments in the Official Action that the cable 5 disclosed in *Sesselmann* is interpreted as corresponding to the claimed deformation member. One of the differences between the subject matter at issue here and the disclosure in *Sesselmann* is that the deformation member to which the strain gauge is assembled is not the cable that extends between the opening-closing member and the driving power source. That is, the strain gauge is not assembled to the cable. Instead, a bracket which is adapted to connect the cable to the vehicle body includes the deformation member to which the strain gauge is assembled. To better set forth this distinction, Claim 1 has been amended to recite that the motivity transmission member comprises a cable wound in accordance with actuation of the driving power source and connected to the vehicle body by a bracket, with the bracket including the originally recited deformation member. Claim 1 then goes on to recite that the strain gauge is assembled to this deformation member. There does not appear to be any disclosure in *Sesselmann* of a bracket that includes a deformation member, wherein the strain gauge 28 is assembled to such deformation member/bracket. Accordingly, the claimed entrapment detection device recited in independent Claim 1 and dependent Claims 2-6 is patentably distinguishable over the disclosure contained in *Sesselmann*.

Also presented by way of this Amendment are new Claims 8-16. New independent Claim 8 defines that the entrapment detection device comprises a combination of features, including a cable extending between the opening-closing member and the driving power source, with the cable being connected to a bracket which is adapted to be mounted on the vehicle body, and with a strain gauge mounted on a portion of the bracket. This construction differs from what is disclosed

in *Sesselmann*. It is thus respectfully submitted that independent Claim 8, together with dependent Claims 9-16, are also allowable.


Early and favorable action with respect to this application is respectfully requested.

Should any questions arise in connection with this application or should the Examiner believe that a telephone conference with the undersigned would be helpful in resolving any remaining issues pertaining to this application the undersigned respectfully requests that he be contacted at the number indicated below.

Respectfully submitted,

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